



## New Type of Airport Improvement

By: Jim Greil, Bureau Chief, Airport/Airways Bureau

Recently the Hogeland airport underwent a new restorative process that carries the potential to aid airports in similar conditions and with the same problems of financial constraint throughout the state. The process, which has been used for years underneath the purview of the United States Forest Service, has just recently undergone its first field trial at a Montana airport with great success.

Hogeland Airport is a small community airport in North Central Montana. With Turner, Chinook and Harlem airports all within the same County, the Hogeland airport would usually have to take a backseat financially to the other three. For those of you who had ventured out to Hogeland airport before, you might remember the unimproved runway did not have very good turf development and would tend to become extremely muddy and sticky in wet weather, and in addition, had several large and small stones which would tend to separate and fly up during use. Steve Engelbrecht, and engineer with Morrison Maierle contacted our office regarding some low cost options for fixing this airport. The runway, which is 60' wide by 3140' long, needed to be resurfaced so that it would have a very hard, uniformly compacted top and also be able to withstand aircraft use during heat and cold, wet and dry. The problem was that this all had to be accomplished for approximately \$50,000, not an easy feat. After discussions, the airport board, the engineer and myself decided



to go with deep soil stabilization, a time tested and proven solution for some Forest Service dirt roads, but untried as of yet on Montana airports. I had been hoping for years to see this process used on a Montana airport, and now we would have our chance.

Deep soil stabilization involves using a heavy duty in place processor that will grind everything, even solid rock, on and below the runway surface and then mix the materials to a depth usually of 6" or more. A machine is then used to reshape and mix into the full mix depth one or more of a family of flake or pellet soil stabilizers and binders, such as, magnesium chloride, calcium chloride and lime. Along with support equipment used for grading, watering and heavy compaction, the process takes about a week to complete and once finished provides a very hard and compact, full depth thickness surface that can withstand a multitude of abuse, weather and time. Most people who have heard of soil binders such as calcium chloride are used to it having been used on county roads and such where they are usually sprayed on the surface, creating a weak and sometimes slimy top which doesn't usually have good reviews, however, this should not be confused with the deep stabilization process that was used at the Hogeland airport as this involves a full-depth binder, matched through laboratory tests to match the soil types particular to the runway and thoroughly compacted to full depth.

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# Administrator's Column

## **TSA Names Federal Security**

**Director:** Dan Fevold was recently named by the Transportation Security Administration as the Federal Security Director (FSD) at Billings-Logan International Airport in Billings. Dan has served as the Assistant FSD for screening for nearly two years. Prior to joining TSA, Dan worked for the airline industry for 15 years holding a variety of positions for Air Wisconsin and United Airlines. Dan and his staff oversee screening operations at Billings, Bozeman, Butte and West Yellowstone. Rear Admiral David M. Stone, USN (Ret.) in announcing Dan's appointment said, "Dan will provide exceptional leadership for TSA in Montana. He is a skilled and experienced professional who will be on the front lines carrying out TSA's mission against terrorism." Congratulations Dan, Montana welcomes the opportunity to continue working with you in your new role.

## **FAA Unveils Sport Pilot and Light Sport Aircraft rule:**

The highly anticipated rule that will allow many pilots to fly light sport aircraft with a valid driver's license in lieu of a medical certificate (see related article) and create new, less-expensive ways to become a pilot takes effect September 1, 2004. The rule has provisions for sport pilot student certificates, sport pilot certificates, flight instructor certificates with sport pilot rating, airworthiness criteria, and repairman certificates. A significant benefit for AOPA members in this proposed rule is the ability to utilize a driver's license in lieu of a medical certificate. This allows pilots, who are otherwise healthy but who choose to not renew their medical certificate, to continue flying in light sport aircraft. The sport pilot may not fly aircraft heavier than 1,320 pounds without a medical. Training requirements for a sport pilot certificate — include a minimum of 20 hours flight time with specifics to total those 20 hours. Pilots must also pass a FAA knowledge test on applicable aeronautical knowledge areas and a FAA practical test for the applicable light sport aircraft privilege. Some restrictions do apply to the license. For complete information visit:

[www.faa.gov/newsroom](http://www.faa.gov/newsroom).

**Sport Pilot Medical "Catch-22":** The sport pilot rule does not allow a pilot that has been denied a medical in the past to use a valid driver's license in lieu of a medical to exercise sport pilot privileges. However, a pilot with a similar medical condition who has never applied for and been denied a medical, can use a driver's license. Aviation groups continue to meet with FAA to find an agreement to allow the original intent of sport pilot to be implemented.

## **FAA Withdraws Restricted Airspace**

**Proposal:** The FAA has withdrawn a proposal to restrict airspace within the Hays Military Operations Area (MOA), south of the Bear Paws Mountains. The FAA withdrew the proposal because the military was unable to acquire use of the land beneath the proposed restricted area. The U.S. Air Force 120<sup>th</sup> Fighter Wing at Great Falls had intended to use the area for air-to-ground training.

## **Small Community Air Service:**

Rep. Peter DeFazio (D-OR) has directed the General Accounting Office (GAO) to evaluate whether the Small Community Air Service Pilot Program has lived up to its mission and whether successful strategies for increasing service can be transferred from one airport to another. GAO data shows that more air service losses suffered in the past few years have been in small communities. The program was established in 2000 and gave funding to smaller communities for marketing and promotion of their service and to those that can show they need service or have higher-than-average ticket prices. DeFazio has requested GAO investigate the effects of the program and details on successful strategies funded under the program. Cut Bank is the recipient of a grant under the program and is in the process of completing an air service feasibility study.



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# Calendar

**August 13-15, 2004** – 18<sup>th</sup> Annual Northwest McCall Family Fly-In. Designed to attract families, aviation enthusiasts and pilots. Seminars, family & children activities, tours, static displays, fly-bys, prize giveaways including a Garmin GPSMAP 296, and FAA Wings and PACE programs are just some of the planned attractions. For program details and to register, visit [www.familyflyin.net](http://www.familyflyin.net) or call the Idaho Division of Aeronautics at (208) 334-8776 or (800) 426-4587 (toll-free in Idaho only).

**August 18-21, 2004** – Aviation Career Summer Camp for High School Students. For registration information contact Jeanne MacPherson at (406) 444-2506 or [jemacpherson@state.mt.us](mailto:jemacpherson@state.mt.us) or Len Wheeler at (406) 449-5270 ext. 18, or [Leonard.Wheeler@faa.gov](mailto:Leonard.Wheeler@faa.gov).

**August 20-22, 2004** – Third Annual Montana Fun Weekend. Cut Bank International Airport. For further information contact [Montana\\_fun\\_weekend@yahoo.com](mailto:Montana_fun_weekend@yahoo.com).

**August 21, 2004** – Polson Airport Pancake Breakfast 8:00 a.m. – 11:00 a.m. & Pitch Fork Fondue beginning at 6:00 p.m., for more information contact Vince Jennison (406) 883-2482.

**August 21, 2004** – Wings & Wheels Classic Car Show, 8:00 a.m. – 2:00 p.m. Powell Wyoming Airport. Food booths, breakfast & lunch available, R/C airplane demonstrations, airplane rides, helicopter rides, pedal planes. For information call the Powell Valley Chamber of Commerce at (307) 754-3494 or 1-800-325-4278.

**September 3 & 4, 2004** – MPA Fall Fly-in Glasgow Airport. Friday, BBQ at the airport. Saturday, breakfast, antique & classic cars on display. Transportation to the Fort Peck Interpretive Center, the Power House and Pioneer Museum. Young Eagle Rides, plus many other pilot activities and an air show by Phil Petrik in his T-28. Saturday night no-host dinner and dance. For further information contact Prairie Aviation at (406) 228-4023.

**September 4-6, 2004** – Cleveland National Air Show, Burke Lakefront Airport. For further information phone (216) 781-0747 or visit their website at [www.clevelandairshow.com](http://www.clevelandairshow.com).

**September 3-6, 2004** – Local Para Plane Aviators hosting a multi state fly-in at the Fort Peck Airport. Fort Peck Summer Theatre will be performing “HAYFEVER – A comedy of bad manners” September 3, 4 and 5 at 8:00 pm. Pilots and their families are welcome to camp with their airplanes at the airport. For information contact Glenn Meier at [gmeier@cji.net](mailto:gmeier@cji.net).

**September 11, 2004** – Wings of Freedom, Sidney Air Show. Ticket prices are pre-sale: adults-\$12, students (ages 5-14) \$8. At the gate prices are: adults-\$15, students-\$10. Pre-school children are free. Concessions on the ground, bring your own lawn chair for seating. Call Sharon Rau at the Chamber to purchase tickets (406) 433-1916 or Bryan Prevost (406) 774-3033 for further information.

**September 11, 2004** – Dillon Airport Day. Sponsored by Southwest Montana Pilots Association; breakfast, lunch, airplane rides, bowling, flour bombing, spot landing. For further information contact Dillon Flying Service, (406) 683-5242.

**September 17-19, 2004** – Mountain Search Pilot Clinic, Kalispell. For further information phone (406) 444-2506 or email [jemacpherson@state.mt.us](mailto:jemacpherson@state.mt.us).

**September 23 & 24, 2004** – Montana Aeronautics Division board meeting, Helena. For further information phone (406) 444-2506.

**September 25, 2004** - Columbus Fly-In. For further information phone (406) 328-4375.



**FAA Creates New Safety Website:** In an effort to better communicate with the aviation community, the FAA has established a new safety website. Searchable listings of aviation safety seminars and events nationwide are currently available. Plans for the future include expanding the site to include an online aviation library, streaming video on aviation safety topics, interactive learning aids and automated administration of the FAA Wings program. For more information, visit: [www.faasafety.gov](http://www.faasafety.gov) use the event search and Montana link.

# Schafer Meadows Work Session



*The Schafer Meadows work session was held July 17 & 18. Transportation Director Dave Galt, his wife Vicki and other hard working volunteers worked up a sweat and then some filling holes on the east end of the airstrip with dirt.*



*This ambitious crew replaced rails around the perimeter fence. Each year the work session attracts additional volunteers. This year more than 50 aircraft and 100+ hard workers were in attendance and ready to help in any way. What great support for Montana's backcountry strips!*



*The buckboard crew loaded broken poles bringing them to the camping area where it was hand sawn into firewood. A big thank you to the Forest Service youth volunteers that took on the unpleasant job of moving the outhouse a few feet. Also thanks to Deb Mucklow and the the Forest Service crew who always go above and beyond.*



*Joe Roberts, Bob Lipscomb and crew helped prepare Saturday evening's meal that consisted of prime rib, corn on the cob and homemade ice cream – a great addition after a long day of working in the hot sun.*



*Volunteers take a much-deserved break in the shade of the campground area. Thank you to everyone who gave their time and energy to make the weekend a huge success. Participants were also treated to music by Rob Quist and other talented individuals at the end of the work day – a fun time for everyone.*



*Thank you to Jane Mart & Loren Smith for once again providing the meal for the hungry crowd Saturday evening.*



# Aviation Awareness Art Contest

*By: Jeanne MacPherson, Bureau Chief, Safety & Education Bureau*

The Aeronautics Division promotes the aviation art contest so students will become aware of the importance of the aviation and aerospace industries.

Crystal Dorne of Seeley Swan High School won the Category III, ages 16-18, with her drawing of a Douglas EA-1H Skyraider. Crystal attended this year's annual EAA Air Academy. The tuition and round trip ticket were paid for by contributions from Montana's aviation community and through the Division's aviation scholarship fund.

Samantha Dorne, also of Seeley Swan High School won Category II, ages 11-15, for her drawing of a B17 airplane with the aircrew gathered around the plane.

In Category I, ages 6-10, Iris Olson of Mount Jumbo Elementary School in Missoula won for her painting of a floatplane flying above a Montana lake.

All three winners and their parents attended the award's ceremony in the Governor's Reception Room on May 27<sup>th</sup>; Governor Judy Martz presented each of the winners with a trophy, ribbon and plaque. Dave Galt, Director of Montana Department of Transportation, Debbie Alke, Administrator of Aeronautics Division, Jeanne MacPherson, Mike Rogan and Shirley Bird of Aeronautics were all in attendance. Following the ceremony, Debbie Alke gave the students and their families a tour of the State Capitol and everyone was treated to lunch before flying back home with Mike Rogan and Jeanne MacPherson.



## Aviation Icons



*Pictured is Debbie Alke with Jessie & Dallas Smith*



*Always a big support of Aviation in Montana, Governor Martz presented the lucky winners with their awards and enjoyed viewing their outstanding artwork.*



*The WINNERS!! From l-r, Samantha Dorne, Crystal Dorne, Governor Martz, & Iris Olson.*

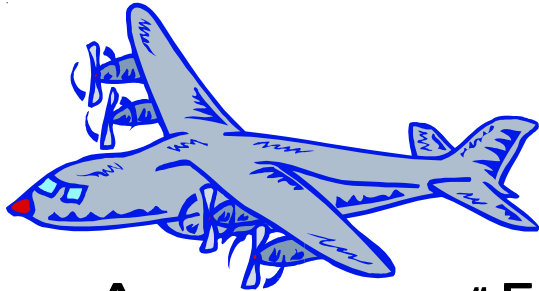
During the Schafer Meadows work session Debbie Alke had the opportunity to visit with Loren Smith's parents, Jessie and Dallas Smith of Cut Bank, MT. Both Jessie and Dallas are pilots, the two have flown a variety of airplanes, but two of their favorites are the Aeronca Chief and the Taylorcraft.

Jessie Hagen Smith began flying in 1940, attending the ground class of the Civilian Pilot Training. The class had 30 students, 2 of them were girls, the rule was that one female only could do the flight training out of each group of ten students. Jessie was one of the two women in her class to earn the flight training tuition. She went on to be a ground flight instructor for the Flight War Training Service, a world war II Civilian Pilot Training Program in Miles City. Jessie earned her Commercial license in 1942.

Jessie and Dallas have four children and their flying passion lives on with their oldest son, Loren Smith of Great Falls.

# Airport Improvement Continued.....

Work on the Hogeland runway began last month and was completed in about a week. The results? "Much better than we had even ever hoped for" was one of the first comments I had received. Even sweeter was the realization that all of this was accomplished less than a one twentieth the cost of paving and less than a quarter of the cost than green turf re-establishment. I myself felt very satisfied since I had felt that this process had long been a great solution to many of the airport problems that I have seen over the years, and now the completed product was there for all to see. For those sod, dirt or turf runways which have problems with mud, rocks, clumps and other similar problems, or even for those runways which need a good solid base needed prior to paving or for old paved runways which have greatly deteriorated and it's too costly to keep up the asphalt, this new process is not only the engineering solution, but also a financial solution as well. Thanks to everyone involved in this project, the town of Hogeland and Doug Hamilton, the engineer Steve Engelbrecht of Morrison Maierle, our Aeronautics Board that provided the majority of project funding and the contractor Triple Tree Inc. of Missoula, experts in deep stabilization. To find more information regarding the process of deep stabilization, please contact myself at the Aeronautics Division or you can log onto [www.roadcrusher.com](http://www.roadcrusher.com).



## Big Sky Announces "Fair" Special

It's that time of the year again! The Montana Fair in Billings runs August 14-21, 2004. Fair time is a summer tradition, especially for the rural communities who are big supporters of 4-H and FFA. Big Sky Airlines would like to help get you there and so special fares have been created for travel between all Montana Essential Air Service cities (Havre, Lewistown, Glasgow, Wolf Point, Sidney, Glendive and Miles City) and Billings during the fair week of August 14-21, 2004.

When you get to Billings, you'll also need ground transportation and lodging. **Thrifty Car Rental** (259-1025) and **Rimrock Inn** (252-7107) will both be offering a 15% discount to those Big Sky Airlines' passengers who present their boarding pass.

### Big Sky Fare

Havre to Billings \$45 (one way) plus taxes  
Lewistown to Billings \$30 (one way) plus taxes  
Glasgow to Billings \$65 (one way) plus taxes  
Wolf Point to Billings \$65 (one way) plus taxes  
Sidney to Billings \$55 (one way) plus taxes  
Glendive to Billings \$45 (one way) plus taxes  
Miles City to Billings \$30 (one way) plus taxes

Tickets can be purchased at anytime but travel cannot be started until August 12, 2004 and travel must be completed by August 23, 2004. Tickets purchased at this special fare are non-refundable, and the \$45 change fee will apply. Call 1-800-237-7788 or your travel agent to make your reservation. For additional information please contact, Lynette Goodman/Manager, Marketing Programs and Services; (406) 247-3910; (406) 247-3972 or go to [www.bigskyair.com](http://www.bigskyair.com).

## "Master Pilot" Award

The Federal Aviation Administration (FAA) is recognizing pilots who have practiced and promoted safe flight for 50 consecutive years or more. The Wright Brothers "Master Pilot" award recognizes those pilots that have contributed to building and maintaining the safest aviation system in the world.

To be eligible for the Wright Brothers "Master Pilot" award candidates must:

- (1) Have completed either a flight review or equivalent within 24 months before qualifying for the award.
- (2) Have held a CAA/FAA pilot certificate with: 50 years or more civil experience, **or** up to 20 years of which can be military experience in combination with civil experience, to total 50 years.
- (3) Have three letters of recommendation from holders of FAA pilot certificates.
- (4) Have been a U.S. citizen for the 50 consecutive years.

The award is in the form of a certificate and lapel pin. The recipients' name, city, and state will be entered in a "Roll of Honor" book at the FAA Washington, D.C., headquarters building.

Anyone meeting the eligibility criteria, or anyone on behalf of an eligible person, may submit a nomination package to the Helena Flight Standards District Office (FSDO) Safety Program Manager (SPM). The package must contain a completed application form and a resume or brief summary of aviation activities past and present to help document 50 years of pilot qualifications. You can receive an application form or additional information by contacting Steve Jones at the Helena FSDO 1-800-457-9917 ext. 57 or [steve.j.jones@faa.gov](mailto:steve.j.jones@faa.gov).

# Museum of Mountain Flying Gathering

*By: Jim Greil, Bureau Chief, Airport/Airways Bureau*

Recently, the museum of mountain flying located on the Johnson Bell Field in Missoula held a fly in antique air and car show in conjunction with an EAA pancake breakfast. This fly in was not only held to help raise funds and help for the museum, but also for the best reason of all, to have a good time, and a good time was had by everyone. For all the years I've worked at the Division and for all the years the museum has been around, I must confess, I had never actually been to the museum before, and I'm even from Missoula. After arriving and greeting Stan Cohen and all of the other familiar faces I've come to know so well, I proceeded to walk around the myriad of "static" displayed antique aircraft that flew in for the day as well as the ever present DC-3. After that and helping myself to more than my fair share of pancakes, I actually walked through the museum, and let me tell you, it's

easy to lose yourself in both space and time in there. I think that one could literally read for three days straight and still not see all of the material that that has been plastered all over the museum. The former museum curator, researcher and all around good guy, Jack Demmons, was also my grade school principal, and just as I had remembered from those days long ago, Jack's sense of organization and wonderful passion for history really shows throughout the museum's collection. Also on hand was Tim McGinnis from MAC Aircraft Engines & Propellers out of Billings, who was helping to deliver some antique aircraft engines that were donated by a friend of his from Billings for display at the museum. In the end, it was a grand day, grand weather and a good time with friends old and new. Thanks to Stan and the rest of the gang for hosting such a fun and interesting event.



## Master CFI

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Benjamin J. Walton, owner of Summit Aviation and a resident of Belgrade, MT. Recently, Ben's designation as a Master CFI (Certified Flight Instructor) was renewed by NAFI, his professional aviation education association.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than 400 of them have achieved that distinction thus far. The last nine national Flight Instructors of the Year were Master CFIs while Ben is one of only 4 Montana aviation educators who has earned this prestigious "Master" title.

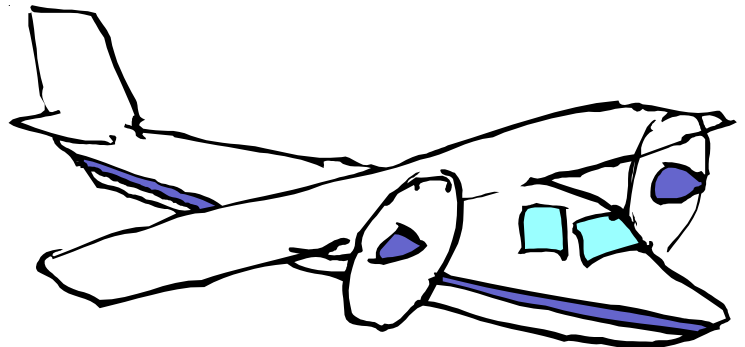
The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is a tantamount to having the words summa cum laude emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their

noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Ben will be invited, during EAA's AirVenture in Oshkosh and Sun n' Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The association was founded in 1967 and affiliated with EAA in 1995.

Questions regarding the Master Instructor program may be directed to (303) 485-8136 or [NAFIMasters@aol.com](mailto:NAFIMasters@aol.com) or visit NAFI's website at [www.NAFInet.org](http://www.NAFInet.org).





# Keeping Up With TFRS

The FAA is currently replacing an expensive out dated hard-line NOTAM distribution system with a web based one. The new service is online now and will save the FAA over \$25,000 a month while providing better and easier access to the NOTAM's the Interagency Airspace System uses to graphically plot TFR'S. This will mean they will be updating the text NOTAMS every 2 minutes vs. the 12 minute they currently run. Accuracy continues to be important to them so they will continue to use analysts to ensure the quality and timely manner in which the graphics are updated. No visible changes to the user, just improved service.

- The Interagency Airspace System remains the **only** government website that graphically plots **ALL** TFR'S! <http://airspace.nifc.gov> or simply Airspace.nifc.gov!

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696.

# Sidney Airport Improvements!



*Sidney Air Service has installed a new Fuelmaster credit card machine and now offers 24-hour fuel service for Avgas 100LL. There is also a phone and courtesy car available. For further information contact Barry Holzworth at Sidney Air Service (406) 488-4031.*

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